

CLASSIFICATION ~~SECRET - U.S. OFFICIALS ONLY~~

East Germany

NOFORN

REPORT

COUNTRY

TOPIC Jueterbog Airfield

25X1

EVALUATION

PLACE OBTAINED

25X1

DATE OF CONTENT

25X1

DATE OBTAINED

TE PREPARED 4 May 1955

REFERENCES

PAGES

55

ENCLOSURES (NO. & TYPE)

1

REMARKS

This is UNEVALUATED Information

25X1

1. Air activity and aircraft observed at Jueterbog airfield between 14 and 26 March 1955:

25X1

14 March. At 1500, an IL-28 took off and circled over the firing range. It did not tow a sleeve target and its jet engine was tested on the test range from 1530 to 1600. Officers and EM, [redacted], received instruction in the building formerly occupied by gypsies.

ILLEGIB

15 March. Air activity was started by 18 MiG-15s or U-MiG-15s from the northeastern hangars at 0900. [redacted] Individual flights were made until about 1300. At 1400, 3 MiG-15s took off and fired with aircraft weapons at a sleeve target towed by another MiG-15 or U-MiG-15. This exercise was repeated twice up to about 1600. All aircraft had auxiliary fuel tanks. The assembly of jet fighters of a new type continued in front of the northern hangar in the middle of a rectangle formed by sixteen crates.

25X1

25X1

16 and 17 March. No air activity was observed. The assembly work on jet fighters of a new type was discontinued during rain and snowfall until 1400 on 17 March.

18 March. After a heavy snow storm, individual take-offs were made after 1200 by MiG-15s or U-MiG-15s with auxiliary fuel tanks from the western hangars. After the take-off, the aircraft headed in various directions. After 1400, assembly work on the jet fighters continued in front of the northern hangars.

19 March. From 0900 to 1300, the 4 IL-28s continuously made 40-minute flights. They alternately were aloft in elements of two towing sleeve targets mostly over the firing range. Firing practices were not observed. Between 1000 and 1300, the MiG-15s or U-MiG-15s from

~~SECRET~~
NOFORN

25X1

25X1

- 2 -

the northeastern hangars practiced flying. They took off in elements of two and were aloft for about 20 minutes.

31 March. After 0930, 2 IL-28s took off at intervals of 10 minutes and made flights of about 40 minutes duration. The two aircraft made the same flights both at 1010 and 1020. Between 1400 and 1500, 2 IL-28s towing sleeve targets flew over the firing range while firing was practiced with light AA guns. After a flying time of 40 minutes, the aircraft returned to the airfield.

22 March. Between 0900 and 1700, flying was continuously practiced by MiG-15s or U-MiG-15s from the northeastern hangars. The aircraft flew individually and in elements of two, sometimes at high altitudes.

23 March. Between 0900 and 1700, the same flights as on the preceding day were made by MiG-15s or U-MiG-15s from the western hangars.

ILLEGIB

24 March. At 0700, 24 MiG-15s or U-MiG-15s were towed from the northeastern hangars to the eastern end [redacted] were fitted with auxiliary fuel tanks up to about 1300. Subsequently, the aircraft [redacted] the hangars. Between 1400 and 1700, 3 40-minute flights were made by IL-28s. All of the aircraft flew with a towed sleeve target which was attacked by light AA guns over the firing range. An IL-28 without sleeve target took off at 1700, flew over the firing range and landed after about 45 minutes.

25 March. From 0700 to 1800, there was continuous air activity by MiG-15s or U-MiG-15s from the western hangars which took off in elements of two and flew in formations of two, three, four and up to eight. The aircraft repeatedly flew at very high altitudes so that only the vapor trails were visible. The average flying time was 20 minutes.

26 March. Between 0700 and 1800, there was air activity by swept-back jet fighters from the northeastern hangars. The same flights were made as on the preceding day.¹

2. The crates in front of the northern hangar were unloaded depending more than 2 jet fighters of a new type were [redacted] The assembly of one aircraft took at most 4 of aircraft was terminated on 21 March. The aircraft, except for 4, were parked in the hangar next to the repair hangar. The empty crates were stored in the garages near the main guardhouse. The present location of the 4 crates, which were transported to the apron in front of the western hangars on the day of the arrival, could not be determined. Sketches of one of these crates were made. On 26 March, 4 jet fighters of the new type were parked in front of the hangar next to the repair hangar. Auxiliary fuel tanks were being fitted on the aircraft. 2

ILLEGIB

3. The officers who were responsible for the assembly of the new jet fighters departed from the field in 3 Li-2s on 25 March.
4. While the engines of the new aircraft were test run on the test stand, a different sound was heard when compared with the whizzling noise of the MiG-15 engine. When being started and stopped, the new engines

~~SECRET~~ -- ~~U.S. OFFICIALS ONLY~~
NOFORN

SECRET
NOFORN

25X1

- 3 -

produced a sound similar to the thundering noise of a cascade in a grotto. 3

5. The two aircraft dummies near the small wood were completed on the Day of the Soviet Army after 2 to 3 weeks of construction in front of the repair hangar. They were made of plywood and were not painted. The nose of the four-jet aircraft dummy was rather long. No additional dummies were under construction.4

ILLEGIB

6. The cut-open model of the jet engine in the classroom of the former Hindenburg building showed 9 combustion chambers for the entire engine. The combustion chambers were parallel to the axis of the engine.

front section.

7. Air activity and aircraft observed between 27 March and 7 April:

25X1

27 March. At about 2300, 15 individual take-offs by MiG-15s or U-MiG-15s were observed and firing at towed sleeve targets was practiced over the area east of the field. At about 2330, 4 searchlights located in the northern and southern sections of the firing range swept the sky and caught one aircraft. Subsequently, the searchlights illuminated the sleeve target towed by the plane. Immediately afterward, individual aircraft gave bursts of fire against the sleeve target. It happened that the searchlights could not follow the towed sleeve target, the towing aircraft and the attacking aircraft. When the aircraft landed at Jueterbog airfield, the runway was illuminated by 2 searchlights which were apparently located just south of the eastern end of the runway.

29 March. Between 2100 and 2130, individual take-offs and landings were observed. The aircraft flew to the firing range from where the firing with aircraft weapons was heard. During the landings, the runway was again illuminated by 2 searchlights. When the aircraft took off, two rows of lamps were observed along the runway.

31 March. Between 1500 and 1700, individual take-offs and landings were made, at almost regular intervals of 5 to 10 minutes. The landings were made with rear wind. It was observed approximately 8 times that the pilots were exchanged after the landing. Sometimes up to 3 aircraft were simultaneously aloft. Air activity involved the 4 aircraft which were parked at the eastern end of the runway.

25X1

25X1

A total of 29 jet fighters were counted on the landing field. One single-engine aircraft was seen in front of the flight control station.

7 April. Between 1000 and 1200, individual take-offs and landings were made by U-MiG-15s at almost regular intervals. There was an interval of about 5 minutes between the take-offs. The crews of 2 aircraft were exchanged. A total of 24 MiG-15s or U-MiG-15s were counted on the landing field.

two aircraft parked in front of the northeastern hangar and three aircraft at the eastern end of the runway.

25X1

25X1

SECRET
NOFORN

SECRET - ~~U.S. OFFICIALS ONLY~~
NOFORN

- 4 -

25X1

1. Comment. Jueterbog airfield is still occupied by two fighter regiments. Day and night flying activity was intensified. At the same time, jet fighters of the new type made individual flights, probably test or instruction flights. aircraft reported were last observed in Laerz and Puetnitz, in Neuruppin, and in Jueterbog.

25X1

25X1
25X1

2. Comment. The arrival in Jueterbog of aircraft crates on 8 March 1955 and the assembly of 2 aircraft per day were reported previously. An assembly time of 4 hours per aircraft was previously mentioned. For sketch of aircraft crate, see Annex.

25X1

25X1

3. Comment. Contrary to a previous report, another sound produced by the new jet engine on the test stand was mentioned, when compared with MiG-15 engine. The new jet engine probably was a more powerful engine.

25X1

25X1

ILLEGIB

SECRET - ~~U.S. OFFICIALS ONLY~~
NOFORN

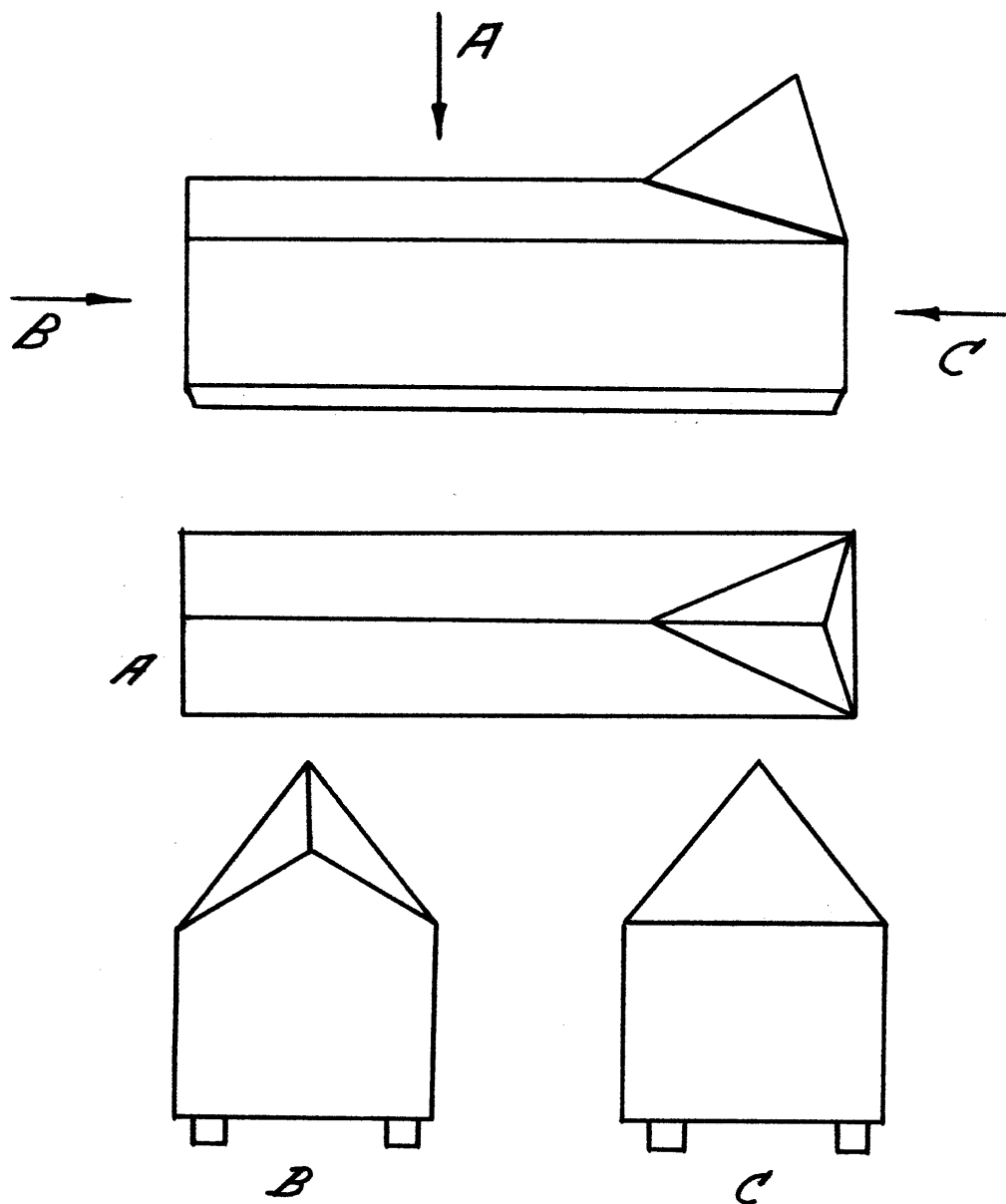
SECRET ~~U.S. OFFICIALS ONLY~~
NOFORN
-5-

Annex

25X1

25X1

Aircraft Crate Observed at Jueterbog Airfield



SECRET ~~U.S. OFFICIALS ONLY~~
NOFORN